

Fair tonight and  
Wednesday.

# The Washington Times

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## TEN THOUSAND AT RECEPTION OF PRESIDENT

Brilliant Spectacle at the  
White House Attended  
by Record-Breaking  
Crowd.

Shakes Hands at the  
Rate of Forty Per Min-  
ute, Seeming Never  
to Tire.

Absence of Colored Peo-  
ple Noticeable Feature  
of This Year's  
Event.

Nearly 10,000 American citizens, representatives of foreign potentates and powers, officers of the army and navy, statesmen, judges, and officeholders shook hands with President Roosevelt today. It was the annual New Year reception, the first of the list of important social events of the White House "season," and the President was "at home" to all the world. Last year the Executive shook hands with just 9,072 persons and was engaged upon the task until 2:45 p. m. If those who have watched the annual rush for the President's right for several years are any good judges of numbers, the present year's procession at the White House will break all past records. The great line of gold-laced officers, bespangled and bedagged diplomats, blue-coated veterans, and well groomed plain people extended from the glass front doors of the White House down the winding walk to Pennsylvania avenue, west on the Avenue up past the State, War and Navy building, and south on Seventeenth street to the Corcoran Art Gallery.

Although 11 o'clock was the hour announced for the beginning of the reception, the line began to form outside the White House grounds as early as 8:30 a. m., and within half an hour the policemen who were assigned to the job of maintaining order had their hands full. Now and then a more than ordinarily enthusiastic free born citizen would move up a few paces and dispossess some other equally free born gentleman in the line, and an argument precipitated. As a rule, though, everyone in the long, tired, waiting line was in the best of humor and joked with his near neighbors to make the time pass quickly.

### Glads When Task Ends.

The President, up in the Blue Parlor, was probably just as anxious to meet the last man in the line as the last man was to meet him, for when they grasped hands it would mean that the hardest piece of work of the whole year long would be done by the head of the Administration. The evening receptions which are to follow within the next few weeks will be but child's play compared to the New Year affair, for they will average less than 2,000 handshakes apiece.

As upon former years, the Marine Band, sixty strong, under the baton of Lieutenant Santelmann, was located in the main corridor of the White House, and played throughout the reception. In order to give the men who exercised their lungs a chance to regain their breath occasionally, the band was divided into two sections of thirty each, and one played while the other rested. All the popular airs were given with vim. The President ordered lively music, because he likes that kind better than the classic, and because, furthermore, the faster the music, the more quickly

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### THE WEATHER REPORT.

The plateau disturbance has increased considerably in intensity and is central this morning over Utah, attended by general rains and snows west of the Rocky mountains and high winds over the southern plateau and the southern California coast. There were also local rains and snows in the slope region. The northeastern disturbance has reached the province of New Brunswick, and the rains in the East and North have practically ceased, although generally cloudy weather continues.

Temperatures are above the seasonal average, except in the Northwest and in the extreme Western districts. The weather will be partly cloudy tonight and Wednesday in the East and South, with snow tonight and Wednesday in the lower lake region and on Wednesday in the Ohio valley.

It will be colder tonight in the Ohio valley, the lower lake region, and the Middle Atlantic States. Steamers departing today for European ports will have light to fresh westerly winds, becoming variable Wednesday, to the Grand Banks.

### SUN TABLE.

Sun sets today.....4:48 p.m.  
Sun rises tomorrow.....7:19 a.m.

### TIDE TABLE.

High tide today.....3:26 p.m.  
Low tide today.....3:30 p.m.  
High tide tomorrow.....3:56 p.m.  
Low tide tomorrow.....4:01 a.m., 4:30 p.m.

HARPER'S FERRY, W. Va., Jan. 1.—Both rivers clear.

## FRICK DODGES CHANCE TO SUCCEED CASSATT; JOB GOES TO M'CREA



JAMES M'CREA,  
Second Executive Officer of the Pennsy, Who, It Now Seems Certain, Will Be  
Head of the System.

## First Vice President of Pennsylvania Railroad To Be Executive Chief of Gigantic System.

PHILADELPHIA, Jan. 1.—James McCrea, first vice president of the Pennsylvania Railroad, will be elected to succeed Alexander J. Cassatt as president of the Pennsylvania at a meeting of the board of directors of the road today. Positive information to that effect was had from a director early today. Henry C. Frick, the Pittsburgh steel magnate, would have been selected had he desired, but Mr. Frick would not consent to take the office. Mr. Frick, the largest single shareholder in the road, is behind Mr. McCrea for the presidency.

NEW YORK, Jan. 1.—With the death of President Alexander J. Cassatt, it is confidently believed in Wall Street that

the great Pennsylvania system will now pass under the control of the Standard Oil party. For years President Cassatt balked every effort of the Rockefeller to seize the Pennsylvania. It was the refusal of the Pennsylvania to give the Rockefeller interests to build a pipe line to tidewater. The Standard Oil already virtually controls the New York Central, and Erie, together with the Atchafalaya, St. Paul, and the Harriman railroads. Henry C. Frick will be the dominating force in the affairs of the Pennsylvania road in the future, and through him the Rockefeller interests will at last prevail in the system.

## CARRIE NATION SAYS HUGGING IS ABOMINABLE

Declares the Mazy Waltz  
Is the Cause of All  
Immorality in Na-  
tional Capital.

You young girls and you old women have no more right to hug, squeeze and roll around this public hall with a man, than you have to go out on the streets, grab a man by the coat collar, and take him into your home and hug him.

—Carrie Nation to the dancers at the entertainment of the Rechabites.

"I've found the cause of all this immorality in Washington," said Mrs. Carrie Nation, at the entertainment and dance given by the Rechabites in Odd Fellows Hall last evening. "It is hugging," she continued. "You people call it waiting. I call it plain, everyday promiscuous hugging."

Mrs. Nation said the evil was also due to the laxity of the three District Commissioners, and she believed they were following their instructions from President Roosevelt.

She waved her hatchet on the platform, and asked that it be adopted as the emblem of all temperance organizations because of its efficacy in the past and what was to be expected of it in the future.

### Sold Souvenir Hatchets.

A dance was held in the hall after the musical and literary program. Mrs. Nation was told to go into the reception room and she would not see the waiting. She refused to go, but took a satchelful of souvenir hatchets on her arm and went about the dance hall stopping the dancers and selling them souvenirs.

This afternoon Mrs. Nation made another speech on saloon smashing in Kansas, immorality and liquor traffic in Washington, and paid her respects to the Administration. She said she had been sending hatchets through the mail to purchasers, and Postmaster General Cortelyou stopped her. Mrs. Nation said she came to Washington for the express purpose of giving Mr.

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## BOMB BURSTS AT RECEPTION FOR GEN. BELL

Officers and Families in  
Havana Escape Death  
in Accident at New  
Year Club Event.

HAVANA, Jan. 1.—Three hundred persons, officers and members of their families, had narrow escapes in a premature explosion of a signal bomb being fired last night to welcome in the New Year.

Captains Furlong, of the general staff, and Geddings, of the medical corps, were seriously injured.

The accident occurred at the reception being tendered General Bell at the officers' club, and, owing to the number present, it is regarded as most miraculous that but two were hurt.

Both officers will recover. General Bell today assumes his rank of major general and sails at noon for Washington. General Wint becomes commander at Havana.

### PRODUCE EXCHANGE MAY BEGIN TRADING IN STOCKS

NEW YORK, Jan. 1.—The special committee, appointed by the board of managers of the New York Produce Exchange to consider the advisability of trading in mining, industrial, and other securities not listed or traded in on the New York Stock Exchange, have recommended that the request for the introduction of such trading be granted and that a committee be appointed to formulate rules for the proper government of such trading. This action has been approved by the board of managers and a committee has been appointed to formulate the rules as recommended.

### NEW COURT BUILDING READY FOR OCCUPANCY

After inspecting the new Police Court building, at Sixth and D streets northwest, the District Commissioners have notified the Police Court judges that it is ready for their occupancy.

## Interstate Commerce Commission Plans Investigation of Two Southern Wrecks And the Terra Cotta Disaster

### CORRECT LIST OF THE DEAD

The following list of the identified dead was compiled by the Police Department after a careful and exhaustive investigation.

TOTAL.....43

#### B

BARNES, ESTELLE, eight, daughter Mrs. Mary E. Barnes.  
BARNES, MARY E., thirty-five, 724 Fifth street northeast.  
BALDWIN, JOHN, forty-five, 31 I street northeast.  
BALDWIN, MARY E., thirty-six, 31 I street northeast.  
BELT, EDWARD C., forty-five, 816 Connecticut avenue northwest.  
BELT, EDWARD M., six, 816 Connecticut avenue northwest.  
BELT, SINCLAIR, five, 816 Connecticut avenue northwest.  
BOHRER, CORINNE, nineteen, 1310 Thirty-third street northwest.  
BOHRER, MARY ALICE, forty-four, Garrett Park, Md.  
BROWN, COMMODORE PERRY, seventy-eight, 1127 Eighth street northwest.  
BROWN, MARY VIRGINIA, forty, 1127 Eighth street northwest.  
BUTTS, SALLIE V., thirty, 1462 Chapin street northwest.

#### C

CROMWELL, CARRIE W., twenty-two, 1423 U street northwest.  
COMPTON, NETTIE LEE, thirty, 731 Third street northeast.  
CROSS, ROSELIE, twenty-three, 1310 Thirty-third street northwest.  
CHASE, SELIMA E., twenty, 818 Michigan ave., Brookland, D. C.

#### D

DAILEY, OLIVER L., thirty-five, Newark, Ohio.  
DAILEY, Mrs. OLIVER L., thirty-three, Newark, Ohio.

#### G

GARRATT, LINWOOD, H., nine, 946 O street northwest.

#### H

HARRIS, Dr. E. GAITHER, twenty, 1336 New York avenue, northwest.  
HIGBY, GEORGE, seven, Terra Cotta, D. C.

#### K

KELLEY, THOMAS A., forty-five, Kensington, Md.  
KING, Prof. THEODORE I., fifty, Kensington, Md.  
KOLB, LULA V., twenty-five, 59 K street northwest.  
KUNLO, ANNIE, six, 18 P street northwest.  
KUNLO, FRANK, three, 18 P street northwest.

#### L

LEGGE, BURET P., twenty-three, Lyons Junction, Md.  
LIPPOLD, MARY A., twenty-five, 1023 Otis street, Brookland, D. C.  
LOWE, A. LEE, thirty-six, 3405 Holmead avenue northwest.

#### M

McCAGHEY, LORNE, fifteen, Lafayette avenue, Monroe, Md.  
MERKLE, MINNIE B., twenty-five, 408 M street northwest.  
METZ, THOMAS E., twenty-two, Germantown, Md.  
MULLICAN, LUCY B., twenty-seven, Deanwood, Md.

#### P

PURMAN, Mrs. MARRILLA, fifty-five, Takoma, D. C.

#### R

READING, ANNA W., twenty-three, 1830 Jefferson place northwest.  
REED, ELIZABETH S., thirty-one, 201 A street southeast.  
ROGERS, NORMAN, thirty-five, Marion, Ind.

#### S

STURGEON, MABEL, twenty, Seventeenth and T streets northwest.  
STURGEON, RAYMOND, thirteen months, 1731 T street northwest.

#### W

WRIGHT, JOHN, colored, fifty-four, Baltimore, Md.  
WRIGHT, Mrs. JOHN, colored, forty-eight, Baltimore, Md.  
WRIGHT, MAGDELAINE, colored, eight, Baltimore, Md.

### Unidentified.

Man, white; head missing at the Morgue.

## PROCESSION OF FUNERALS SEQUEL TO AWFUL WRECK

Sorrow Shrouds the Capital on First  
Day of New Year, Sad Pilgrim-  
ages to Burial Places Mov-  
ing Early and Late.

Sorrow, the sequel of the appalling wreck at Terra Cotta Sunday night is upon the city today. In 100 homes the blight of the fearful catastrophe rests. In nearly half of the 100 homes there is death, and in the remainder the anxiety of the families of those who were injured, some for life, makes the first day of 1907 one of grief.

Funeral corteges went through the streets this morning, are going through the streets this afternoon, and will go through the streets tomorrow, mournful evidence of the shocking loss of life—all the more shocking because the city believes the wreck could easily have been avoided.

Of the incidents in and following the destruction of life by the wreck, it is difficult to place the finger on any one and say: "Here was the saddest thing."

In some instances, families were nearly exterminated. In one case, two girls, close friends, returning to the city from a Christmas visit to friends in Maryland, were killed. In another, a boy, nine years old, proud of being able to travel alone, was swept into eternity, all his relatives far away.

In other cases, the heads and supporting members of households were killed, leaving those dependent upon them without means of support. In every afflicted home there is the infinite sorrow that comes from sudden and violent death, the death that visits without warning, and in causeless guise.

The hospitals were crowded all the forenoon with the relatives and friends of the injured. In many a quiet room, near the white cot, weeping people sat, unnerved by the suffering of their loved ones. And, according to the physicians, the awful harvest of that crash in the darkness of Sunday night is not yet over. There are others for whose recovery no hope is entertained.

Truly, sorrow is upon the city today like a burden.

## Inquiry Into Charge Block Systems Are Carelessly Run, and Also That B. and O. Economy Is Law Violation.

### INQUIRY BEGINS FRIDAY

The Interstate Commerce Commission this morning determined upon a rigid inquiry into the block system used on the Baltimore and Ohio and the Southern railway, by authority granted in a joint resolution of Congress approved June 30 last authorizing an inquiry into the block systems of the United States. The first hearing will be on Friday morning at 10 o'clock at the offices of the commission.

Despite that its time is claimed for other work of the greatest importance which will keep it exceedingly busy for the next two months, the Interstate Commerce Commission is trying to figure out a way to make investigation of the Terra Cotta wreck on the Baltimore and Ohio, and it is expected at the commission offices that this inquiry will begin immediately after the conclusion of the Coroner's inquest.

It has been suggested further that this investigation shall not be confined to the Terra Cotta disaster, but that its scope shall be broadened to include inquiry into the two recent fatal accidents on the Southern, one at Lawyers, Va., in which seven people were killed, including President Spencer; the other at Danville, in which four lives were lost.

The reason for taking all three of these catastrophes into the inquiry is that all three seem to have resulted from the failure of the block signal system to do its work effectively.

### Commission's Position.

Some consideration of the Congressional joint resolution directing the commission to investigate and report on the operations of the block signal system, has led to the conclusion that just such work as an inquiry into these wrecks was contemplated by it, and that the commission not only has the necessary power, but it is expected to make the investigation.

The resolution granted to the commission power to summon witnesses, call for records and papers, administer oaths, and enforce attendance.

There is no general legislation under which the commission could conduct inquiries into wrecks, and it is felt that such a power is needed. There is already discussion of the probability that legislation will be undertaken before the end of the short session to confer such power, and make it obligatory for the

commission to inquire into, and report upon all serious accidents.

The commission will go to New York tomorrow to begin the hearing in the Harriman case, and it had been the desire that all members should attend. It is now proposed, however, that one shall remain in Washington and take up the inquiry into the wrecks.

### Violating the Law.

Some of the allegations recently made have aroused the greatest interest in this investigation. The last session of the Maryland Legislature passed a law limiting to eight hours the daily service of railroad telegraph operators. It is charged that after this took effect the Baltimore and Ohio reduced the wages of operators and also the number of those employees, abolishing some block stations and making others day instead of all-night stations.

Many of the old operators, it is said, left their positions because of the reduction in wages, and the company was unable to get competent men in their stead. Stories are told of the excessively long hours of work that have frequently been demanded of operators even in the face of this law, and the inquiry by the Interstate Commission will doubtless develop the facts about these.

## Seek Cause For Delay Of Officials

That the District authorities will inquire rigidly into the reasons why the Baltimore and Ohio railroad officials were so tardy in sending a relief train to remove the bodies of the dead victims of the Terra Cotta wreck is now said to be a fact.

Not at all satisfied with the way the affair was handled, the Commissioner Henry L. West will probably be the one to make the inquiry on behalf of the many families who awaited tidings of their missing relatives and friends, but through "some manifest bungling," as some have criticized it, were put to the greatest possible anxiety because the railroad officials saw fit to do many other things along the Metropolitan Branch before the dead were finally brought to the city.

Commissioner West will, in all probability, follow his vigorous denunciation of the company's delay, which appeared in yesterday's issue of The Times, by sending to some official of the Baltimore and Ohio railroad in high authority a written inquiry, asking for an explanation of the company's side. The Commissioner realizes that the railroad officials can, if they deem fit, decline to be questioned; but Mr. West will, he states, nevertheless ask for some statement on behalf of the people of the District.

"The reason why this horrible wreck should have occurred on a system equipped with a block system," said Commissioner West today, "is just as much a mystery to me as ever. Nor do I see why the railroad officials, for more than four hours following the accident permitted a score or more of dead bodies to be left on the siding at Terra Cotta, instead of removing them to the city for identification. I was early on the scene and witnessed two relief trains from Baltimore arrive

## DR. HARRIS' BODY GOES TO FREDERICK

New York Avenue Dentist  
Succumbs to Wreck  
Injuries.

Dr. E. Gaither Harris, a dentist, of 1336 New York avenue, died yesterday afternoon at 5 o'clock in Casualty Hospital, as a result of the injuries which he sustained in the Terra Cotta wreck.

Dr. Harris' body will be removed to his old home, Frederick, Md., tomorrow morning at 8:30 o'clock for interment. The body will be taken to Frederick tomorrow morning by Dr. Harris' brother, Dr. Asa I. Harris, and other relatives and friends.

A large number of the friends of Dr. Harris visited the undertaking establishment of Harvey & Sons yesterday to pay a last tribute of respect to his memory. Many of those who called to review the remains brought flowers as tokens of love and esteem.

### GILLETTE CHEERFUL; MOTHER VISITS JAIL

AUBURN, N. Y., Jan. 1.—The mother of Chester Gillette spent nearly two hours with her son in the Auburn N. Y. prison, where he is awaiting execution for the murder of Grace Brown. She says she found him cheerful.